

## Preapplication for HSIPR Program

OMB No. 2130-0583

## Preapplication instructions:

- For each question, enter the appropriate information in the designated gray box; keep text answers brief.
- For a multi-State project/program, States are encouraged to identify a lead applicant.
- Please submit one preapplication for each individual project, planning study, or corridor service program.
- Answers provided in this form **will not be used for evaluation or selection purposes**.
- Applicants should complete and submit this form electronically to: [HSIPR@dot.gov](mailto:HSIPR@dot.gov).

## A. Who are you?

(1) Select applicant type, as defined in Appendix 1.1 of the HSIPR Guidance (*Check the appropriate box from the list*):☒ State☐ Amtrak

If one of the following, please append appropriate documentation as described in Section 4.3.1 of the HSIPR Guidance:

☐ Group of States☐ Interstate Compacts☐ Public Agency established by one or more States☐ Amtrak in cooperation with a State or States

(2) Name of lead State or organization applying: New Hampshire Department of Transportation

(3) Name(s) of additional States and/or organizations applying in this group (*if applicable*): Massachusetts Executive Office of Transportation, Vermont Agency of Transportation(4) Application point of contact (POC):  
Christopher ClementPOC title:  
Deputy Commissioner, New Hampshire DOTStreet address:  
7 Hazen DriveCity:  
ConcordState:  
NHZip code:  
03302-0483Telephone number:  
603-271-1484

Fax: 603-271-3914

Email: [cclement@dot.state.nh.us](mailto:cclement@dot.state.nh.us)

## What is your project?

(5) Project/program name: New Hampshire Capitol Corridor

(6) Describe the project or program; if a program has multiple phases please describe each and how they fit together; if the project or program relates to another HSIPR application describe the linkage (*less than 1000 characters*):  
The New Hampshire Capitol Corridor Intercity Rail service will run on upgraded tracks between Boston, MA and Concord, NH, a distance of approximately 78 miles. The proposed service will connect Concord, Manchester, Manchester Boston Regional Airport and Nashua, NH with Boston, MA's North Station with a quality intercity rail service. The infrastructure work and equipment requirements associated with this project consist of work completed by Pan Am Railway or other through a Force Account agreement, four new stations built with private and other funding, new coaches and one new locomotive, a train layover facility, replacing the double track at key operational locations and a new signal system for safe operations. This project is the key first phase of implementing the Boston to Montreal designated High Speed Rail Corridor.

(7) Location information

(A) Describe the location of the proposed project/program (attach map if available) (*less than 250 characters*): This project is to restore intercity rail passenger services between Boston, MA and Concord, NH as the first step in establishing the Boston to Montreal High Speed Rail Corridor.

(B) Which high-speed rail and/or intercity passenger rail route(s) benefit from this project? Identify endpoints, major locations served, and name of current route (if applicable) (*less than 250 characters*): This project moves forward a critical piece of the Federally designated Boston to Montreal High Speed Rail Corridor. This "shovel ready" section of the corridor allows a systematic phased implementation of Intercity and High Speed rail services on this corridor.

(C) State(s) in which the project/program investment is/are located: Massachusetts and New Hampshire

(D) State(s) in which the benefiting service(s) is/are located: Massachusetts and New Hampshire

(8) Project/program type:

(A) Types of capital investments contemplated (*Check all that apply*):

- |                                                                         |                                                                             |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> Structures (bridges, tunnels, etc.) | <input checked="" type="checkbox"/> Rolling Stock Refurbishments            |
| <input checked="" type="checkbox"/> Track-Rehabilitation                | <input checked="" type="checkbox"/> Rolling Stock Acquisitions              |
| <input checked="" type="checkbox"/> Track-New Construction              | <input type="checkbox"/> Stations, Terminals                                |
| <input type="checkbox"/> New Rights-of-Way                              | <input checked="" type="checkbox"/> Support Facilities (Yards, Shops, etc.) |
| <input checked="" type="checkbox"/> Major Interlockings                 | <input checked="" type="checkbox"/> Grade Crossing Improvements             |
| <input checked="" type="checkbox"/> Communications, Signaling, Control  | <input type="checkbox"/> Electric Traction                                  |
| <input type="checkbox"/> Other ( <i>Please describe</i> ):              |                                                                             |

(B) Describe the types of proposed improvements (e.g., new passing tracks, interlocking reconfigurations, station improvements, equipment acquisitions, etc.) (*less than 500 characters*): The project rebuilds the existing rail corridor between Lowell, MA and Concord, NH. It extends and adds passing tracks to restore line capacity. It adds a siding just west of Chelmsford Junction on the Ayer line to hold freight trains out of the way of the passenger schedules. It replaces the signal system and the passenger platforms. (Note: stations will be built as part of the private partnership.) Equipment acquisition is included.

(C) Service attributes (*Check all that apply*):

☒ Additional Frequencies on Existing Route☐ Improved On-Time-Performance on Existing Route☒ New Service☒ Increased Average Speeds/Shorter Trip Times☒ Other (*Please describe*): Manchester Boston Regional Airport intermodal connection(9) Project/program milestones (*mm/yyyy*):Construction start date:  
10/1/2009Construction completion date:  
10/30/2010Service improvements realized:  
11/1/2010

## (10) Anticipated benefits (on intercity passenger rail service(s) benefitting from project/program)

Project/Program Benefits	Before (FY 2008 levels)	After (Project completion)	Not Applicable	Not Sure
<b>Annual passenger-miles</b>	0	46,540,000	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average daily round trips</b> (weekday)	0	2560	<input type="checkbox"/>	<input type="checkbox"/>
<b>On-time performance (OTP)</b> (at endpoint terminals)	0		<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Top speed (mph)</b>	30	79	<input type="checkbox"/>	<input type="checkbox"/>
<b>Average operating speed (mph)</b> (between endpoint terminals)	0	51	<input type="checkbox"/>	<input type="checkbox"/>

## What will your project/program cost & how will it be funded?

### Capital Costs

(11) Total anticipated project/program capital cost (in millions of dollars)(Note: preapplication estimates will not be binding):  
\$300 million includes ROW purchase

(12) Will your project/program proposal include matching funds?

(A) ☒ Yes If yes, as what percentage of total costs? 15%

☐ No

(B) Proposed source(s) of capital matching funds *(Please check all that apply)*:

☒ State

☐ Local

☒ Private

☐ Other *(Please specify)*:

☐ N/A

☐ Not sure

(13) If an in-kind match is expected, provide a brief description of the asset *(less than 100 characters)*. Massachusetts Executive Office of Transportation owns the rail corridor to NH state line. Private groups building the stations. Local bus services.

### Operating Costs

(14) Is the project/program expected to result in an additional annual cost of operations for the benefitting service?

☒ Yes ☐ No ☐ Not sure

(A) If additional operating funding is required, what would be the source? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Other If other is selected, please specify: potential sources include CMAQ funding, a set of public private partnerships, a TIF (tax increment financing) district, state general fund, farebox revenues estimated at approximately 50%

(B) What is the status of providing that funding? *(Select the appropriate option by clicking the gray box to activate the dropdown menu)*:

Other If other is selected, please specify: some CMAQ funds reserved, other initiatives underway for balance of funds needed

## D. What preparation have you done?

(15) Please indicate the status of planning, engineering and environmental studies/documentation supporting your program or project. (Although applicants are asked to respond to all items, note that not all are required for all tracks.)

	No study exists	If no study exists, are you applying for HSIPR funds to complete study?	Study underway	Study completed? (year)	Not applicable
<b>Corridor Service Planning Studies/Documents</b> (for the intercity passenger rail service benefitting from project or program)					
Purpose & Need/Rationale	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2003	<input type="checkbox"/>
Service/Operating Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 1964	<input type="checkbox"/>
Prioritized Capital Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Ridership/Revenue Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Operating Cost Forecast	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Tier 1 Programmatic (or "service") NEPA (Identify document from dropdown menu) Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2004	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
<b>Project Planning Studies/Documents</b> (if application is for program (multiple projects), multiple boxes may be checked)					
Preliminary Engineering (PE)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>
Tier 2 (project-level) NEPA (Identify document from dropdown menu) Environmental Assessment (EA)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Detailed Capital Cost Estimates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
Assessment of Benefits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2008	<input type="checkbox"/>
<b>General Planning Studies/Documents</b>					
Project Management Plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Financial Plan (capital & operating – sources/uses)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2009	<input type="checkbox"/>

(16) Is the project(s) included in the Statewide Transportation Improvement Program (STIP)? ☒ Yes ☐ No ☐ Not sure

(17) Is the project/program included in a Performance Improvement Plan for the host railroad? ☐ Yes ☐ No ☒ Not sure

## (A) Who are your partners & what are their commitments?

- (18) **Right-of-Way Owner(s).** Provide the status of agreements with railroad(s) that own the right-of-way. (If appropriate, "owner(s)" may also include operator(s) under trackage rights or lease agreements.) *(If more than two railroads, please include additional information in question 24.)*

Railroad owner 1 (Name):

Pan Am Railways

Status of railroad owner 1 *(Click on the appropriate option from the dropdown menu shaded in gray):*

No agreement, but host railroad supports project

Railroad owner 2 (Name):

Massachusetts EOT

Status of railroad owner 2 *(Click on the appropriate option from the dropdown menu shaded in gray):*

No agreement, but host railroad supports project

- (19) **Intercity Passenger Rail Operator.** If applicable, provide the status of agreements with partner that will operate the benefiting high-speed rail/intercity passenger rail services (e.g., Amtrak). *(Click on the appropriate option from the dropdown menu shaded in gray):*

No agreement, but partner supports project

- (20) **Benefits to Types of Rail Service.** What share of the project/program benefits will accrue to other non-intercity passenger railroad service types (e.g., commuter or freight)? *(Click on the appropriate option from the dropdown menu shaded in gray):* Some - less than 25%

If benefits to non-intercity passenger rail services are foreseen, are cost-sharing agreements in place with the beneficiary organization(s)? ☐ Yes ☒ No ☐ N/A ☐ Not sure

## (B) Which track is the best fit for your project/program?

- (21) Anticipated HSIPR funding track *(Click on the appropriate option from the dropdown menu shaded in gray):*

Track 1 (Projects) FD/Construction

If unsure, please explain:

- (22) Anticipated application filing date *(Check the appropriate box):*

☒ 2009 – first round

☐ Subsequent round(s). (Note: Funding for subsequent rounds is not guaranteed.)

## (C) What help do you need?

- (23) Describe any areas in which you could use technical assistance, best practices, advice or support from others (*less than 500 characters*): Reducing insurance costs to cover owning railroad's liability exposure requirements.

## (D) Additional information (optional)

- (24) Please provide any additional information, comments, or clarifications. This section is optional.

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